

REMARKS

Claims 1-16 remain pending in the present application. The claims have not been amended in response to the Office Action.

REJECTION UNDER 35 U.S.C. § 112

Claims 1-16 are rejected under 35 U.S.C. § 112, first paragraph, as failing to comply with the written description requirement. The claim(s) contains subject matter which was not described in the specification in such a way as to reasonably convey to one skilled in the relevant art that the inventor(s), at the time the application was filed, had possession of the claimed invention. The added limitation to claim 1 of “for **always** positioning said vehicle chassis at a **single** specified distance from said unsprung portion...” was not found in the disclosure as originally filed. Applicant respectfully traverses this rejection.

Paragraph 16 describes the operation of the control system of the present invention. Lines 3 and 4 define that each height sensor 32 monitors the height of body 12 in relation to suspension assemblies 14 and 16. Lines 8-12 define that when one or more of the height sensors 32 indicates that the position of body 12 is lower than a specified amount, control system 30 activates to supply pressurized air to raise vehicle body 12 back to its specified height. Lines 15-18 define that when one or more of the height sensors 32 indicates that the position of body 12 is higher than a specified amount, control system releases air to lower vehicle body 12 back to the specified height. Thus, Applicant believes that there is adequate support for the claim language because every time or “always” when the vehicle is too low, it is raised to the specified

height and every time or “always” when the vehicle is too high it is lowered to the specified height. There is only one or “a single” specified height discussed in the specification and this height is the height of body 12 in relation to the suspensions where in paragraph 15, lines 10 and 11, the suspensions are defined as the unsprung portion of the vehicle. Reconsideration of the rejection is respectfully requested.

REJECTION UNDER 35 U.S.C. § 103

Claims 1-3 remain rejected under 35 U.S.C. § 103(a) as being unpatentable over De Molina ('239) in view of Buma, et al. ('554). Claims 4-16 are rejected under 35 U.S.C. § 103(a) as being unpatentable over De Molina in view of Buma as applied to claim 3 above, and further in view of either Heinz, et al. or Patzenhauer, et al. '885. Applicant respectfully traverses this rejection.

Claim 1 of the present invention has been amended to define that the control unit always positions the vehicle chassis at a single specified distance from the unsprung portion by changing a pressure of the fluid in the spring based on a difference between the current vehicle height (the distance) and the specified vehicle height (the specified distance). A valve assembly is disposed between the shock absorber and the spring to control damping characteristics at the specified height based on the pressure of the fluid in the spring. Thus, the current system corrects the vehicle height and then it controls the damping at the correct height based on the pressure on the spring. As discussed above, Applicant believes there is support in the specification for currently pending Claim 1.

De Molina '239 does not control the height of the vehicle. De Molina controls the damping of the vehicle using the fluid pressure in the springs but the damping characteristics are controlled at whatever height the vehicle happens to be at in its currently loaded condition. Buma, et al. teaches positioning the vehicle at a target vehicle height but this target vehicle height is not a constant value as can be seen in Figure 13. The target vehicle height varies depending on the longitudinal acceleration. Therefore, neither De Molina or Buma, et al., either alone or taken together, disclose, teach or suggest always positioning the vehicle at a single specified height and then adjusting the damping characteristics at this height as is now defined in amended Claim 1.

Thus, Applicant believes Claim 1, as currently pending, patentably distinguishes over the art of record. Likewise, Claims 2-16, which ultimately depend from Claim 1, are also believed to patentably distinguish over the art of record. Reconsideration of the rejection is respectfully requested.

CONCLUSION

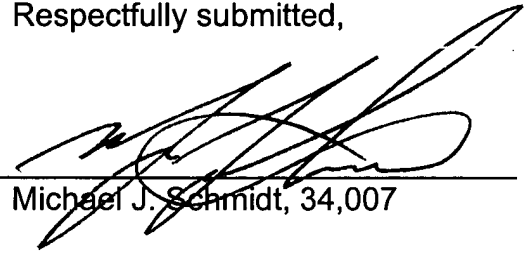
It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action and the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner

believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

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